INTERNATIONAL FIVE-O-FIVE

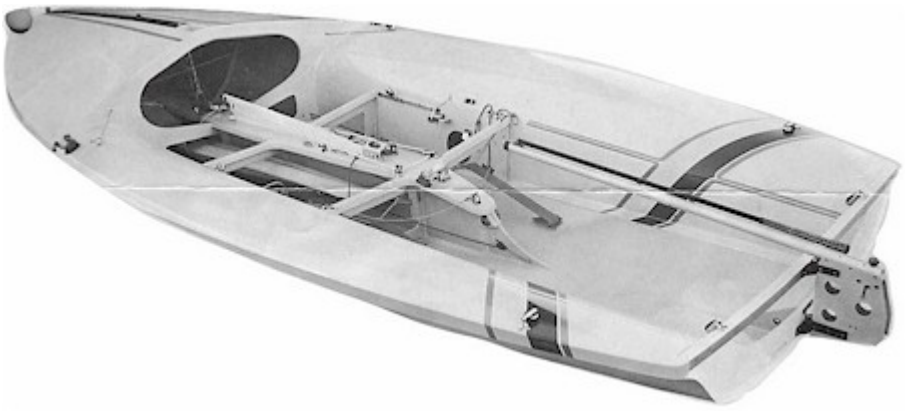
THE WORLDS MOST SUCCESSFUL 5-0-5

HULLSHAPE LAYOUT

The Parker hull design was developed in conjunction with the Wolfson Unit for Marine Technology, the aim being to reduce the hull resistance figures to improve marginal planing performance and to develop a hull shape with an exceptional planing performance. Results prove these aims were achieved. In 1982 the World Championships were sailed in very fast planing conditions and 7 of the first 10 were Parker boats. In 1983 the British Championships were sailed in marginal or fast planing conditions and 1st, 2nd and 3rd were Parkers.

BALANCE

Parker hulls were constructed to give the best possible Lamboley Test results several years ago and we have maintained a development to produce a boat which has the weight concentrated out of the ends with the centre of gyration located as low and as close to the crew weight as possible, so giving the least possible pitching moment and producing a hull which is extremely responsive.



LAYOUT
The GRP Parker has a double thwart layout designed to work well with or without chute, providing the maximum amount of mobility for helm and crew with the maximum amount of structural stength. The Composite Parker is similar or can be varied to suit individual customer's requirements.

CONSTRUCTION
The hull moulding is based on a balanced laminate incorporating woven glass and unidirectional carbon fibres in the rig area with closed cell foam core throughout the floor and topsides of the hull creating a fully foam cored structure. The seat tanks are now fully foam cored with internal bulkheads at each thwart position creating a structure which is stiff right through to the transom. The centreboard case top, thwarts and foredeck in the GRP model are also fully cored. The Composite version has a foredeck, centreboard case top and thwarts finished in either striped Sapele or even lighter weight Brazilian Cedar and gunwhales are either Mahogany or Obeche for extreme light weight. Both version of the Parker 505 have a centreboard case top and forward spine construction which is continuous through the rig bulkhead so creating exceptional stiffness in this area. The whole Parker design concept is intended to produce a stiff, well balanced 505.

SPECIALISED HARDWARE
We have developed many specialised fittings and now have a range of foils which are moulded to a high quality.
Using continuous carbon filaments to produce the stiffest possible centreboards and rudders, we are able to ensure consistency of section by the use of accurately manufactured moulas. It is our alm to provide 505 sailors with the fastest possible boats at the lowest reasonable cost in an attempt to ensure future success in this remarkable Class. We have a record which is the finest in the world. However we are not content to let it become history. Therefore, we constantly strive to improve our boats.
As new materials or ideas are developed, whenever possible they are automatically incorporated within the standard specification which is therefore always subject to variation so ensuring that our customers always have the best and latest methods and materials used in the construction of their boats.

Parker 505's are available in Composite or All GRP construction and either model is available in (1), (2) or (3) version which is:

(1) Finished hull ready for fitting out.
(2) A fitted out hull without spars.
(3) A complete boat including spars, excluding sails.

Full details of the specification of these options mentioned are available separately, together with details of a full range of additional fittings and equipment.

Length: 5.05m Beam: 1.87m. Sail Area Main & Jib: 13.94 sq.m. Spinnaker 19.97 sq.m. Weight: 120 kg. Portsmouth Yardstick 97